

CENTRAL INTELLIGENCE AGENCY
INFORMATION REPORT

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COUNTRY	Poland	REPORT		25X1
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This is UNEVALUATED Information

THE SOURCE EVALUATIONS IN THIS REPORT ARE DEFINITIVE.
 THE APPRAISAL OF CONTENT IS TENTATIVE.
 (FOR KEY SEE REVERSE)

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1. The new automobile factory in Rzeszow (N 50-03, E 22-00), approximately halfway between Tarnow and Jaroslaw, has been constructed about 1,800 meters west of the city near the southern side of the Rzeszow-Tarnow highway.
 2. The factory was completed in November 1953 and production started in January 1954. All the equipment in the plant came from the Lenin Works and plants in Gottwaldov¹, or from the Poldina Foundry of Kladno, and others.
 3. The plant is under military supervision which is carried out simultaneously by Polish and Soviet officers. Engineer Wladyslaw Koszcinski is manager and Demkov Nikolai Hugonovich, a Ukrainian, technical manager and chief designer.
 4. The labor force is as follows: 17 engineers, with six assistants, 12 white-collar workers, 5 stenographers, 5 master mechanics, 9 foremen, 45 specialists, 710 male and 200 female laborers.
 5. The plant, in accordance with Soviet plans, manufactures passenger motor cars modelled after the Moskvich, a type which resembles the old German Opel.
 6. Monthly production during the months of 1954 was as follows: 56 cars of the Moskvich type; 20 spare engines for this model; 36 rear axles and differentials; 120 headlights with a diameter of 220 mm; 120 fog lights with a diameter of 120 mm.
 7. At the present time all production of the plant is turned over to the Polish Armed Forces. it is possible that in the future part of it may be turned over to the USSR.
 8. The plant produces all the parts necessary for the construction of its motor vehicles with the exception of the wheel rims which are drop-forged in Polish steel mills. Raw materials come from other Polish plants.

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(NOTE: Washington distribution indicated by "X"; Field distribution by "#".)

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- 2 -

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9. Tires come from the Soviet rubber factory at Treugelnik (sic) and the Gottwaldov plants in Czechoslovakia. Tires manufactured at the Treugelnik plant are made of Soviet-made Butadiene synthetic rubber; Czech tires are made of natural rubber.
10. In order to increase production, it is planned to triple the size of the plant in 1955-1956 and to increase the working force to 3,500 laborers. Production of the Moskvich model will be doubled and probably other types of larger cars, such as the ZIS-151, will be produced. Further plans call for the construction of airplane engines of 110 to 125 horsepower. These engines are to be of the Minor-Walter type with sloping cylinders and, apparently, will be used on training planes.
1. Comment: The reference is probably to the V.I. Lenin Works in Pilsen and Svit National Enterprise in Gottwaldov.

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